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AUTHORITY

AGO ltr 29 Apr 1980

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OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

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IN REPLY REFER TO

AGDA (M) (5 Aug 70)

FOR OT UT 702081

7 August 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 159th
Transportation Battalion (Terminal) Period Ending 30 April
1970

SEE DISTRIBUTION

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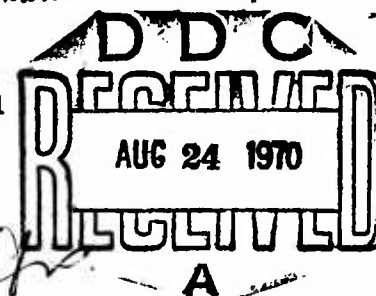
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

1 Incl
as

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General



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DEPARTMENT OF THE ARMY
Headquarters, 159th Transportation Battalion (Terminal)
APO San Francisco 96384

AVCA SGN TC XD S3

7 May 1970

SUBJECT: Operational Report - Lessons Learned 159th Transportation Battalion
(Terminal) Period Ending 30 April 1970, RCS CSFOR - 65 (R2)

THRU: Commanding Officer
4th Transportation Command (Tml C)
ATTN: AVCA SGN TC GCPT
APO 96243

Commanding General
US Army Support Command, Saigon
ATTN: AVCA SGN GO
APO 96491

Commanding General
1st Logistical Command
ATTN: AVCA SGN GO O
APO 96384

Deputy Commanding General
United States Army, Vietnam
ATTN: AVHGC-DST
APO 96375

Commander in Chief
United States Army, Pacific
ATTN: GPCP-OT
APO 96558

TO: Assistant Chief of Staff for Force Development (ACSFOR)
Department of the Army
Washington, D. C. 20310

1. Section I, Operations: Significant Activities.

On 3 February 1970, at 0845 hours, the ST 2111 and PBR GO5 received rocket and small arms fire at YS 036903 while making the daily ammunition tow to Cogido. A rocket hit the stern on the tug with one man receiving a piece of shrapnel in the arm. A helicopter Light Fire Team escort had not come on station that morning. Coordination was effected with G-3, II Field Force to preclude reoccurrence.

Inclosure

1

AVCA SGN TC XD S3

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On 16 February 1970, the 124th Transportation Company (TS) passed the 1st Logistical Command CMMI re-inspection with scores of 91 and 92.

On 16 February 1970, the 5th Transportation Company (HB) and the 329th Transportation Company (HB) arrived at Cat Lai. On 18 February 1970 the 544th Transportation Company (MB) arrived at Camp Davies, Saigon, completing the relocation from Vung Tau.

On 26 February 1970, at 0130 hours, an explosion occurred under BC 6624 while it was being loaded with 175mm projectiles from the USNS Petrarca. No secondary explosions resulted. Injuries to two (2) U.S. Military and four (4) Vietnamese workers were slight. The explosion was caused by a deep floating mine weighing approximately 200-300 pounds. BC 6624 was evacuated for rebuild.

The 402d Transportation Company (TT), operating the Ho Nai Railhead, set an all time tonnage record on 27 February 1970 by moving 767 S/T of cargo.

The 1099th Transportation Company (MB) dispatched its maintenance boat to Binh Thuy on 4 March 1970. Static vessels in the area will now have maintenance facilities, eliminating necessity of bringing some boats to Cat Lai for maintenance.

On 5 March 1970 the Battalion conducted a cost reduction seminar. The special guest speaker was LTC Bisbing, Comptroller, 4th Transportation Command (Tml C). The Cost Reduction Program was explained, followed by a question-answer period. The Battalion goal was three (3) million dollars by the end of June.

The generators for the Cat Lai power plant were accepted and put into operation by PA&E on 7 March 1970.

On 11 March 1970, the 159th Transportation Battalion (Tml) Chaplain, Major Andrist, served as Host for the monthly Saigon Support Command Chaplain's Conference. The Battalion Commander, LTC Shannon, welcomed the group to Cat Lai. Honored guests included Colonel Silvestri, 4th Transportation Command (Tml C) CO, and Chaplain Wallace, 1st Logistical Command Chaplain.

On 13 March 1970, CAPT (Navy) E. R. Stacey, and two of his staff officers visited the Battalion CO. Captain Stacey is the top Naval Civil Engineer with N41 NAVFOR and was here to get the Battalion's position on giving up additional land and facilities to the ARVN Navy at Cat Lai. Among the facilities demanded returned was the swimming pool and the Headquarters water storage tower. This request was predicated on a land usage agreement drawn up between the US and RVN in 1967. What might have appeared as a reasonable land area for the old 11th Transportation Battalion in 1967 has of course been completely altered by the recent massive expansion of the 159th. Another area which would be in grave jeopardy is the battery and forklift shop only recently rebuilt and repaved. After escorting the Naval officers around the compound, LTC Shannon strongly denied any intention of giving up any more

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SUBJECT: Operational Report - Lessons Learned 159th Transportation Battalion
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land or facilities until directed to do so by higher authorities. Captain Stacey was referred to an appropriate higher headquarters for further discussion.

On 16 March 1970, the Meritorious Unit Citation was presented to HHD, and the 544th Transportation Company (MB) of the 159th Transportation Battalion (Tml) for their outstanding duty performance for the period April through December 1967.

On 20 March 1970, the 5th Transportation Company (HB) completed the training of Vietnamese crewmen of the 305th Transportation Heavy Boat Group.

The ST 2130, 65 foot Tugboat of the 5th Transportation Company (HB) received its Local National and Civilian crew on 23 March 1970, thus giving the vessel a twenty-four (24) hour operational capability.

On 25 March 1970 the 5th Transportation Company (HB) received one (1) LCM-8 from the 1099th Transportation Company (MB). The vessel will be used as a maintenance boat.

On 30 March 1970 all companies reported a substantial increase in persons becoming qualified swimmers. The "all out" effort to qualify personnel as swimmers began on 1 March 1970. This is now a continuing program.

On the evening of 31 March 1970 an explosion caused extensive damage to two (2) LCM-8s of the 1099th Transportation Company (MB) which were at Tuyen Nhon for the night. LCM 8258 was sunk on the spot and could not be salvaged. LCM 8115 received less damage and was towed back to Cat Lai with both crews and all equipment that could be salvaged from both vessels. The explosion was apparently caused by mines implanted by swimmer sappers.

On 1 April 1970, Static boat commitments in the Delta were expanded to include four (4) LCM-8s at Binh Thuy and two (2) at Dong Tam.

On 6 April 1970, the ceremony marking the successful turnover of two (2) LCUs and a J-Boat from the 329th Transportation Company (HB) to the 305th Transportation Heavy Boat Group (ARVN) was held at Cat Lai. Dignitaries from the US Army and ARVN were in attendance.

On 8 April 1970 the Consolidated Battalion Boat Operation Section went into operation, eliminating the need for companies to man company boat operations. This system not only saved time and personnel but resulted in better reaction and coordination on vessel missions.

The week ending 11 April 1970 was a particularly trying one in regard to ammunition discharge. Three ships calling at this port - USNS Greenville Victory (3 April), Mankato Victory (4 April), and the USNS Towle (6 April) - all presented problems with regard to specific cargo to be off-loaded or backloaded. Essentially, conflicting CDI's and late notification on changes were responsible for the temporary disruption.

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AVGA SON TC XD S3

7 May 1970

SUBJECT: Operational Report - Lessons Learned 159th Transportation Battalion
(Terminal) Period Ending 30 April 1970, RCS CSF 65 (R2)

On 11 April 1970 the 329th Transportation Company (Hb) began processing two (2) LCUs (1569 & 1523) for turnover to the ARVN as "329 Switch" continued.

The 5th Transportation Company (Hb) received its AGI from 4th Transportation Command (Tnl C) on 16 April 1970, passing it with satisfactory results.

The 544th Transportation Company (HB) completed its move to Long Binh Post on 18 April 1970.

Due to the high numbers of OJT personnel on vessels, maintenance classes were started on 22 April 1970 in order to improve the maintenance skills of vessel crewmen.

On 30 April 1970 the Port Security Platoon of the 4th Transportation Command (Tnl C) assumed the responsibility for the security of the compound.

2. Section 2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. Personnel: None.

b. Intelligence: None.

c. Operations:

(1) Ship Berth Buoys.

(a) Observation: The sinking of a buoy disrupts the operation of this port. It is necessary to wait a varying period from hours to days for a floating crane to arrive from Saigon. This may delay the departure or the mooring of the ship. It appears that recent sinkings have been caused by close detonation of concussion grenades. Although grenades are vital to our Harbor defense posture, they can cause a buoy to crack; allow water to enter; and the buoy to sink.

(b) Evaluation: Since 1 February 1970, ship berth buoys at USAT-CL have sunk seven (7) times. Each time a 60 ton or 100 ton Floating Crane was required to lift the buoy to effect repairs and resume normal operations.

(c) Recommendations: It is possible that if Multi-chambered buoys were used, they would not be as susceptible to sinking since several of the chambers would have to be ruptured in order for the buoy to sink. The use of these buoys would often simplify the movement of vessels in and out of USAT-CL since there would be no time wasted resurfacing buoys. It would, furthermore, reduce commitments for the 60 ton and 100 ton Floating Cranes, thus giving them better utilization at USAT-Newport.

(2) LST Turn Around.

(a) Observation: The loading of Landing Ship Tank (LST) at Vung Tau

7 May 1970

SUBJECT: Operational Report - Lessons Learned 159th Transportation Battalion (Terminal) Period Ending 30 April 1970, RCS CSFOR - 65 (R2)

Port is consistently being accomplished in a record time of under ten (10) hours. This outstanding performance is attributed to the proper advance programming of the daily workload, prefabrication of LST sweat battens, the preparation and use of the advance manifest concept, and the use of inert cargoes such as lime and cement to segregate non-compatible ammunition. A complete and accurate manifest is available for each LST within fifteen (15) minutes after loading is completed. By loading an LST within a ten hour time frame, maximum utilization can be made of the twelve hour high tide cycle. Thus, an LST beaches on high tide and retracts on the next high tide completely loaded and manifested.

(b) Evaluation: Consistent use of the advance manifest and prefabrication of needed sweat battens should result in further reductions in loading time. The advance manifest coupled with proper staging procedures will improve loading time for shallow draft and deep draft vessels. Prefabrication of sweat battens is accomplished during slack periods while utilization is made of available dunnage stocks.

(c) Recommendations: Maximum use of prefabrication and the advance manifest concept will reduce vessel turn-around time and conserve current assets.

(3) Keystone Bluejay.

(a) Observation: On 10 February 1970, the turn-in of the equipment of the 11th Transportation Battalion (Tal) was initiated under Keystone Bluejay procedures. The supporting activities located on Long Binh Post, were of utmost assistance and no problems in the area of turn-in procedures were encountered. Action was completed on 23 March 1970.

(b) Evaluation: Keystone Bluejay procedures were properly planned and insured proper and speedy turn-in of all equipment. The only problem encountered was the time consuming procedure required to retain certain items of equipment from Keystone Bluejay assets that were required by the 159th Transportation Battalion (Terminal) to fully assume the mission of the 11th Transportation Battalion (Terminal).

(c) Recommendations: That Keystone Bluejay procedures be used when a unit is to be deactivated or redeployed. However, when a unit is deactivated and another unit assumes the mission, it should receive authorization to retain certain mission essential equipment from the deactivating unit. This would preclude any difficulty arising from the increased workload on the organic equipment authorizations of the unit assuming the new mission.

(4) .50 Caliber Machineguns on Tugs.

(a) Observation: It has been observed that by mounting .50 caliber machineguns on the vessels, to give grazing fire on the shoreline, the tugs can defend themselves or aid the river patrol boats in their defense. These extra weapons give the vessel an extra margin of safety and security to the

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crew, vessel and tow.

(b) Evaluation: This unit's two (2) 65' Tugboats are presently responsible for the ammunition tow every morning between Cat Lai and Cogido discharge site. Although the tug and tow is escorted by river patrol boats, there is still the important requirement for the tug to have the capability of its own defense in case of emergency.

(c) Recommendations: Recommend that all the tugs operating in the inland waterways be equipped with either .50 caliber or M-60 machineguns and other weapons as deemed mission essential.

d. Organization: None.

e. Training: None.

f. Logistics: None.

g. Communications: None.

h. Material:

(1) Exhaust Ports on LCM-8s.

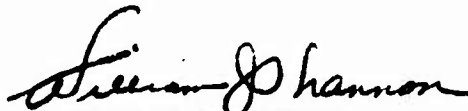
(a) Observation: LCM-8s have exhaust ports which are normally three or four inches above the water line. When these boats are loaded with living quarters for the crew, guns and armor plating, the exhaust ports are below the water level.

(b) Evaluation: The exhaust ports being below the water line causes back pressure against the escaping gases and forces the gases back through the exhaust elbows causing the elbows to split. This is sufficient to dead-line the boat as water seeps in through the elbows and can eventually fill the engine room if not discovered.

(c) Recommendations: It is recommended that exhaust pipes be fabricated and fitted to the exhaust ports and that these pipes extend above the water line.

i. Other: None.

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as


WILLIAM J. SHANNON
LTC, TC
Commanding

15 May 1970

AVCA SGN TC GCIT (30 April 1970) 1st Ind

SUBJECT: Operational Report - Lessons Learned 159th Transportation Battalion
(Terminal) Period Ending 30 April 1970, RCS CSFOR - 65 (R2)

DA, HQ, 4th Transportation Command (Tml C), AFO 96243

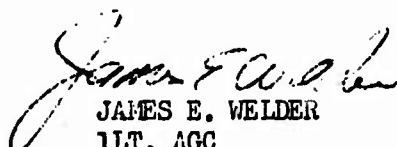
TO: Commanding General, US Army Support Command, Saigon, ATTN: AVCA SGN GO MH,
APO 96491

1. The Operational Report, Lessons Learned 159th Transportation Battalion
(Terminal) Period Ending 30 April 1970, RCS CSFOR - 65 (R2) is forwarded in
accordance with USARV Reg 525-15.

2. This headquarters concurs with the observations, evaluations and recom-
mendations contained therein.

FOR THE COMMANDER:

TEI: Tiger 3735


JAMES E. WELDER
1LT, AGC
Asst Adjutant General

AVCA SCN GO MH (30 Apr 70) 2nd Ind
SUBJECT: Operational Report - Lessons Learned, 159th Transportation
Battalion, Period Ending 30 April 1970, RCS CSPOR-65 (R2)

HQ, US Army Support Command, Saigon, APO 96491 2 JUN 1970

TO: Assistant Chief of Staff for Force Development, Department of
the Army, Washington, D.C. 20310

Commanding General, 1st Logistical Command, ATTN: AVCA GO-MH,
APO 96384

1. Reference paragraph 2c (1), page 4. CONCUR. The 4th Transportation Command is taking the appropriate action to have the multi-chambered buoys installed at Cat Lai. Recommend that multi-chambered buoys be utilized in waters where combat operations are likely.
2. Reference paragraph 2c (2), page 4. CONCUR. The 159th Transportation Battalion is continuing to use prefabricated LST sweat battens and the advance manifest concept to reduce vessel turn-around time and conserve current assets. Recommend that the principle be applied at all ports at which LSTs operate.
3. Reference paragraph 2c (3), page 5. CONCUR. This headquarters further recommends that USAFV delegate authority to USASUPCOM, SCN to approve lateral transfers and/or temporary loans to units assuming missions of Keystone units.
4. Reference paragraph 2c (4), page 5. CONCUR. The 159th Transportation Battalion is presently preparing a change to its MTO&E to include the .50 caliber or M60 machine guns for its tug boats.
5. Reference paragraph 2h (1), page 6. CONCUR. The 159th Transportation Battalion is initiating modification of exhaust ports to keep them above the water line. These modifications will be made at the next maintenance inspection of each vessel.

AVCA SGN GO MH (30 April 70) 2nd Ind

2 JUN 1970

SUBJECT: Operational Report - Lessons Learned, 159th Transportation
Battalion, Period Ending 30 April 1970, RCS CSFOR-65 (R2)

6. Lessons Learned, observations and recommendations are concurred
in by this command.

FOR THE COMMANDER:



TEL: LBN 2604

DWYER Q. WEDVICK
Captain, AGC
Asst AG

CF:
159th Trans Bn

AVCA GO-MH (25 May 70) 3rd Ind

SUBJECT: Operational Report - Lessons Learned, 159th Transportation
Battalion, Period Ending 30 April 1970, RCS CSFOR-65 (R2)

DA, Headquarters, 1st Logistical Command, APO 96384

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,
APO 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 159th Transportation Battalion for the quarterly period ending 30 April 1970 is forwarded.
2. Due to closing of this headquarters, staffing cannot be completed. Normal staffing will be done by Headquarters, USARV.

THOMAS M. PURCELL
1LT, TC
CO, 15th MHD

AVHGC-DST (7 May 70) 4th Ind
SUBJECT: Operational Report-Lessons Learned 159th Transportation Battalion
(Terminal) Period Ending 30 April 1970, RCS CSFOR-65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 30 JUN 1970

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558


1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 159th Transportation Battalion and concurs with comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Keystone Bluejay", page 5, paragraph c(3): concur with ORLL. Nonconcur with 2nd Indorsement, Headquarters Saigon Support Command. In accordance with USARV OPLAN 183-70, Annex F, Appendix 4, Paragraphs 2 c and d, all lateral transfers will be approved/disapproved by HQ USARV. This action is required to insure that the gaining unit has a valid requirement for the requested item. Gaining unit must also submit a valid document number to insure that the item on requisition may be cancelled by ICCV. Should an item being requested not be authorized, but required for mission purposes, the requesting unit should take action in accordance with USARV OPLAN 183-70, Annex F, Appendix 4, paragraph 3. Average action time at this Headquarters in these cases is less than 72 hours, if the unit forwards the required information and justification. Listings of units to be inactivated or redeployed is furnished within sufficient time for the SUPCOM to foresee any major problem areas. No action by USARPAC or DA is recommended.

b. Reference item concerning ".50 Caliber Machine Gun on Tugs", page 5, paragraph c(4): concur only with that portion of the recommendation that tugs operating in the inland waterways be equipped with M-60 machine guns. Nonconcur with equipping a tug with a .50 caliber machine gun due to the restricted rules of engagement for .50 caliber machine guns near tug operating ports and waterways. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:


G. J. Winter
CPT, AGC
Assistant Adjutant General

Cy furn:
US Army Support Comd, SGN
159th Trans Bn

GPOP-DT (7 May 70) 5th Ind

SUBJECT: Operational Report of HQ, 159th Transportation Battalion (Terminal)
for Period Ending 30 April 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 9 JUL

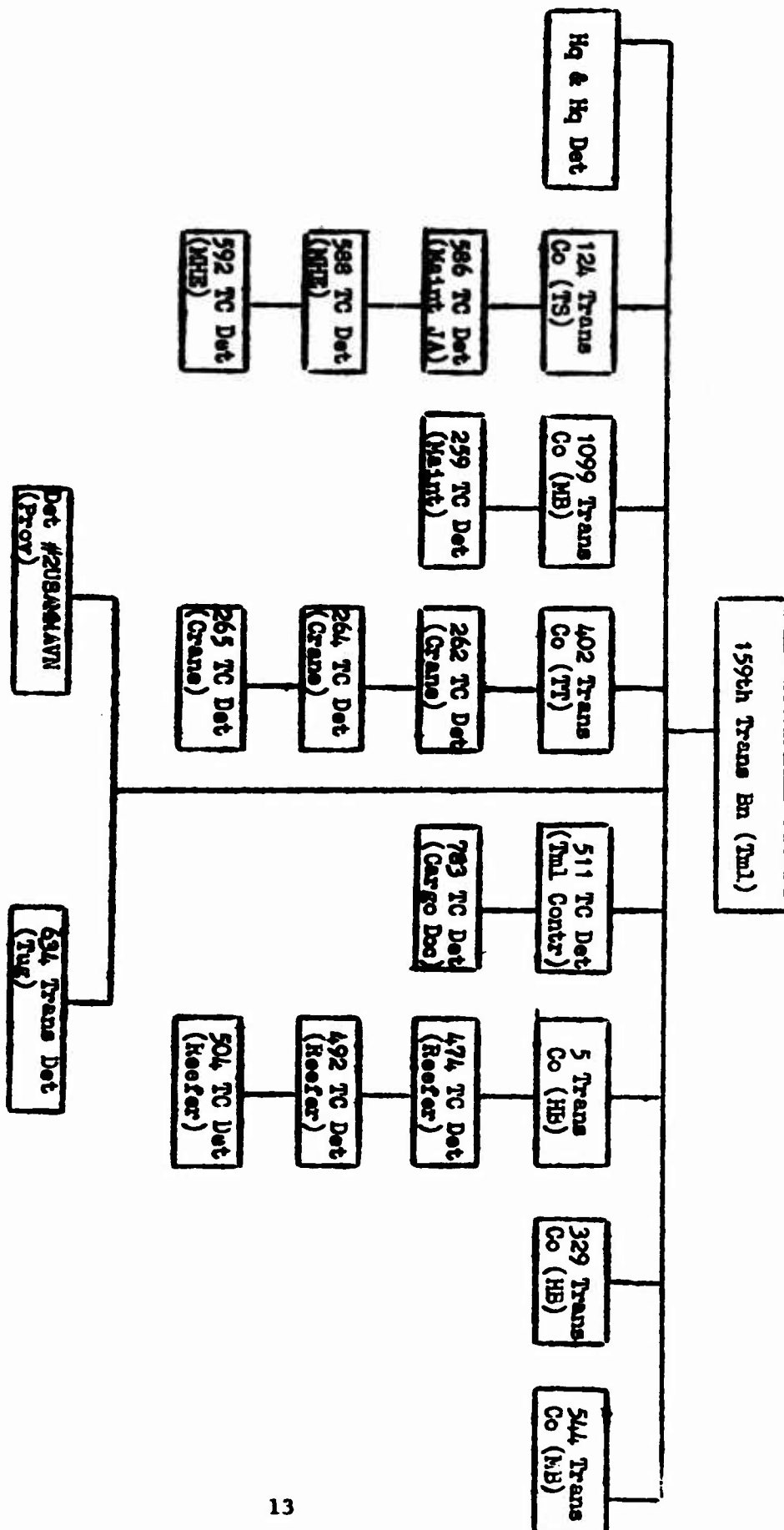
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

A handwritten signature in black ink, appearing to be 'L.M. OZAKI', with a long horizontal flourish extending to the right.

L.M. OZAKI
CPT, AGC
Asst AG



7 May 1970

SUBJECT: Operational Report - Lessons Learned 159th Transportation Battalion
(Terminal) Period Ending 30 April 1970, RCS CSFOR - 65 (R2)

159th Transportation Battalion (Tnl) Cargo Movement Summary

<u>MONTH</u>	<u>SITE</u>	<u>DISCHARGED</u>	<u>BACKLOADED</u>	<u>TOTAL</u>
February	Cat Lai	36,849	2,533	39,382
	Cogido	29,926	2,238	32,164
	Bien Hoa	4,305	-	4,305
	Binh Trieu	3,168	-	3,168
	Thanh Tuy Ha	584	-	584
	Vung Tau	<u>15,780</u>	<u>9,789</u>	<u>25,569</u>
	TOTAL	90,611 S/T	14,560 S/T	105,171 S/T
March	Cat Lai	48,725	560	49,285
	Cogido	36,888	3,125	40,013
	Bien Hoa	3,254	-	3,254
	Binh Trieu	6,664	-	6,664
	Thanh Tuy Ha	3,203	-	3,203
	Vung Tau	<u>42,570</u>	<u>22,173</u>	<u>64,743</u>
	TOTAL	141,300 S/T	25,858 S/T	170,365 S/T
April	Cat Lai	44,106	1,551	45,657
	Cogido	32,558	2,598	35,136
	Bien Hoa	2,978	584	3,563
	Binh Trieu	10,924	-	10,924
	Thanh Tuy Ha	3,305	-	3,305
	Vung Tau	<u>34,253</u>	<u>18,931</u>	<u>53,184</u>
	TOTAL	128,124 S/T	23,664 S/T	151,788 S/T

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CO, 159th Transportation Battalion			
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